

	AIRWORTHINESS DIRECTIVE No F-2003-367 R1		Distribution: A	Issue date: February 04, 2004	Page : 1/2
	This Airworthiness Directive is published by the DGAC: <input checked="" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft.			Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.	
Direction générale de l'aviation civile France GSAC publication	No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.				
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: 2003-367 original issue			
Person in charge of airworthiness: EADS SOCATA		Type(s): TBM 700 aeroplanes			
Type certificate(s) No. 181 TCDS No 181					
ATA chapter: 53		Subject: Fuselage - Skin inspection in the VHF antenna area under fuselage			

1. EFFECTIVITY:

EADS SOCATA TBM 700 aeroplanes from serial numbers 1 through 255, 257 through 267 and 270 equipped with VHF1 antenna under fuselage close to the passenger door.

Note 1: EADS SOCATA approved repairs of aeroplanes carried out after September 01, 2003 are no longer concerned by this Airworthiness Directive (AD).

Note 2: Aircraft on which de reinforcement has been performed, in accordance with EADS SOCATA repair sheet No 70-017 or with change No 70-150-53 depending on the serial number, as Service Bulletin 70-111-53, are no longer concerned by this AD.

3. REASON:

Risk of cracks on skin in VHF1 antenna area, due to antenna vibrations.

This Revision 1 redefines the 1. § "Effectivity".

3. MANDATORY ACTIONS AND COMPLIANCE TIME:

Awaiting a definitive solution, the following actions are made mandatory from the effective date of this AD:

Before the first flight of each day, inspect the external skin in VHF1 antenna area under fuselage between frames C12 and C13 or C13 and C13bis.

If a crack is detected with a length shorter than 1.97 in (50 mm) or up to 2 loose rivets with cracks are discovered, a ferry flight to the nearest maintenance station is authorized under not pressurized conditions.

This AD must be notified to the pilots and inserted into the Aircraft Flight Manual (Section 4 § Pre-Flight Check) awaiting a definitive solution.

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4. REFERENCE PUBLICATION:

EADS SOCATA Service Bulletin TBM 700 No. 70-103 Rev. 1 dated September 2003.

5. EFFECTIVE DATES:

Original issue : October 11, 2003
Revision 1 : February 14, 2004.

6. REMARKS:

For questions concerning the technical contents of this AD requirements, contact:

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or

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7. APPROVAL:

This AD is approved under EASA reference No 2004-761 dated January 28, 2004.